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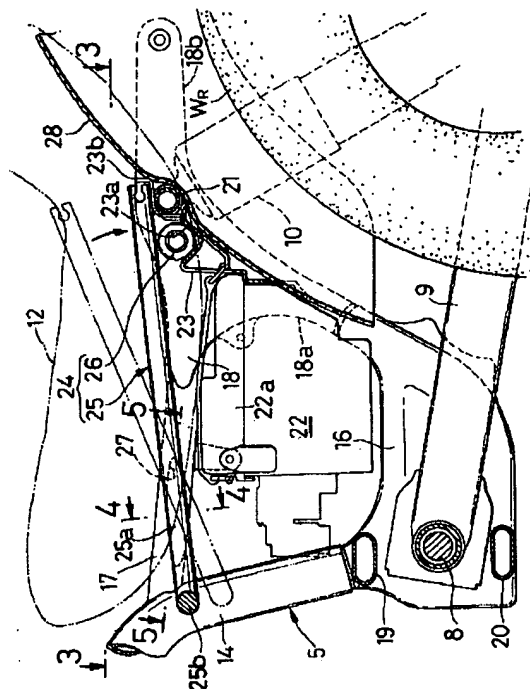
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(54)【発明の名称】 自動二輪車における盗難防止用U字状ロック収納構造

(57)【要約】

【課題】左右一対のシートフレームを有する車体フレームと、両シートフレーム上に着脱可能に装着されるシートとを備え、略U字状に形成されるフックと、該フックの両端に解錠可能に錠止されるバーとで構成される盗難防止用U字状ロックによる盗難防止を図り得る自動二輪車において、部品点数の増大を回避するとともに、シート高ならびにシート下方の部材の配置スペースに影響を及ぼすことを回避してU字状ロックを収納可能とする。

【解決手段】シート12の下方で自動二輪車の前後方向にはほぼ沿う姿勢とされたフック25を挿脱可能に嵌合、保持し得る嵌合凹部27が、両シートフレーム17の内側面にそれぞれ設けられる。



【特許請求の範囲】

【請求項1】 フロントフォーク(7)を操向可能に支承するヘッドパイプ(13)、該ヘッドパイプ(13)から後方に延びるメインフレーム(14)、ならびに相互に間隔をあけてメインフレーム(14)の後部から後方に延設される左右一対のシートフレーム(17)を有する車体フレーム(5)と、両シートフレーム(17)上に着脱可能に装着されるシート(12)とを備え、相互に平行な一対の棒状部(25a)の一端が円弧状の彎曲部(25b)の両端に連設されて成る略U字状のフック(25)と、該フック(25)の両端に解錠可能に錠止されるバー(26)とで構成される盗難防止用U字状ロック(24)による盗難防止を図り得る自動二輪車において、シート(12)の下方で自動二輪車の前後方向にほぼ沿う姿勢とされたフック(25)を挿脱可能に嵌合、保持し得る嵌合凹部(27)が、両シートフレーム(17)の内側面にそれぞれ設けられることを特徴とする自動二輪車における盗難防止用U字状ロック収納構造。

【請求項2】 後方に向うにつれて相互間の間隔を大としてメインフレーム(14)の後部に連設された両シートフレーム(17)のメインフレーム(14)寄りの部分の内側面に嵌合凹部(27)がそれぞれ設けられ、両嵌合凹部(27)は、前記彎曲部(25b)を前方位置としてそれらの嵌合凹部(27)に嵌合されたフック(25)の前進限を規制する形状に形成されることを特徴とする請求項1記載の自動二輪車における盗難防止用U字状ロック収納構造。

【発明の詳細な説明】

【0001】

【発明の属する技術分野】本発明は、フロントフォークを操向可能に支承するヘッドパイプ、該ヘッドパイプから後方に延びるメインフレーム、ならびに相互に間隔をあけてメインフレームの後部から後方に延設される左右一対のシートフレームを有する車体フレームと、両シートフレーム上に着脱可能に装着されるシートとを備え、相互に平行な一対の棒状部の一端が円弧状の彎曲部の両端に連設されて成る略U字状のフックと、該フックの両端に解錠可能に錠止されるバーとで構成される盗難防止用U字状ロックによる盗難防止を図り得る自動二輪車において、盗難防止用U字状ロックを収納するための構造に関する。

【0002】

【従来の技術】従来、かかる構造は、たとえば特開平7-52850号公報等により既に知られている。

【0003】

【発明が解決しようとする課題】上記従来のものでは、シートの底板またはシートの下方に位置する部材に、盗難防止用U字状ロックを保持するための保持具が設けられており、U字状ロックを収納するために保持具が必要

となって部品点数の増大を招くだけでなく、シートの底板に保持具が設けられる場合にはシート高に影響が及ぶことになり、またシートの下方に位置する部材に保持具が設けられる場合にはシートの下方に位置する部材たとえばエアクリナケースの配置スペースに影響を及ぼすことになる。

【0004】本発明は、かかる事情に鑑みてなされたものであり、部品点数の増大を回避するとともに、シート高ならびにシートの下方の部材の配置スペースに影響を及ぼすことを回避してU字状ロックを収納し得るようにした自動二輪車における盗難防止用U字状ロック収納構造を提供することを目的とする。

【0005】

【課題を解決するための手段】上記目的を達成するために、請求項1記載の発明は、フロントフォークを操向可能に支承するヘッドパイプ、該ヘッドパイプから後方に延びるメインフレーム、ならびに相互に間隔をあけてメインフレームの後部から後方に延設される左右一対のシートフレームを有する車体フレームと、両シートフレーム上に着脱可能に装着されるシートとを備え、相互に平行な一対の棒状部の一端が円弧状の彎曲部の両端に連設されて成る略U字状のフックと、該フックの両端に解錠可能に錠止されるバーとで構成される盗難防止用U字状ロックによる盗難防止を図り得る自動二輪車において、シートの下方で自動二輪車の前後方向にほぼ沿う姿勢とされたフックを挿脱可能に嵌合、保持し得る嵌合凹部が、両シートフレームの内側面にそれぞれ設けられることを特徴とする。

【0006】また請求項2記載の発明は、上記請求項1記載の発明の構成に加えて、後方に向うにつれて相互間の間隔を大としてメインフレームの後部に連設された両シートフレームのメインフレーム寄りの部分の内側面に嵌合凹部がそれぞれ設けられ、両嵌合凹部は、前記彎曲部を前方位置としてそれらの嵌合凹部に嵌合されたフックの前進限を規制する形状に形成されることを特徴とする。

【0007】

【発明の実施の形態】以下、本発明の実施の形態を、添付図面に示した本発明の一実施例に基づいて説明する。

【0008】図1ないし図5は本発明の一実施例を示すものであり、図1は自動二輪車の側面図、図2は図1の要部拡大縦断側面図、図3は図2の3-3線断面図、図4は図2の4-4線拡大断面図、図5は図2の5-5線拡大断面図である。

【0009】先ず図1において、この自動二輪車は、車体フレーム5、該車体フレーム5に搭載されるパワーユニット6、車体フレーム5の前端部に操向可能に支承されて前輪W_Fを支持するフロントフォーク7、車体フレーム5の後部にピボット軸8を介して上下揺動可能に連結されて後輪W_Rを支持する左右一対のリヤフォーク

9、車体フレーム5および両リヤフォーク9間にそれぞれ設けられる懸架ばね付緩衝器10、車体フレーム5の前部側上部に取付けられる燃料タンク11、ならびに車体フレーム5の後部側上部に着脱可能に取付けられるシート12等を主たる構成要素とするものである。

【0010】図2および図3を併せて参照して、車体フレーム5は、フロントフォーク7を操向可能に支承するヘッドパイプ13と、該ヘッドパイプ13から相互に間隔をあけて後方に延びる左右一対の鋼管製であるメインフレーム14と、ヘッドパイプ13から相互に間隔をあけて後方側斜め下方に延設される左右一対のダウンチューブ15と、両メインフレーム14の後部下端にそれぞれ連結される連結プレート16と、両メインフレーム14の後方側上部からわずかに後下がりにして後方に延設される左右一対のシートフレーム17と、連結プレート16にそれぞれ連結される連結パイプ部18aを有して各シートフレーム17の後端にそれぞれ連結される連結フレーム18とを備え、両連結プレート16間には上下一対のクロスメンバー19、20が設けられ、両連結フレーム18には、シートフレーム17の後部に連なって後方に延びるシートフレーム延長部18bがそれぞれ一体に設けられる。

【0011】このような車体フレーム15において、燃料タンク11は両メインフレーム14上に固定的に取付けられ、シート12は両シートフレーム17上に着脱可能に取付けられる。またパワーユニット6は、エンジンおよび変速機等から構成されるものであり、両ダウンチューブ15および両連結プレート16に結着される。さらに後輪 W_R を覆うリヤフェンダ28の上方で両連結フレーム18のシートフレーム延長部18b間にわたって連結軸21が設けられており、両シートフレーム延長部18bから外方に突出した連結軸21の両端に各懸架ばね付緩衝器10の上端がそれぞれ連結される。

【0012】両シートフレーム17よりも下方には、開閉可能な蓋22aを上部に有するバッテリーボックス22が配置されるものであり、このバッテリーボックス22は、連結軸21に固着された支持部材23で固定的に支持される。

【0013】ところで、かかる自動二輪車の盗難防止を図るためのU字状ロック24は、相互に平行な一対の棒状部25aの一端が円弧状の彎曲部25bの両端に連設されて成る略U字状のフック25と、該フック25の両端に図示しないキーによる解錠を可能として錠止されるバー26とで構成される従来周知のものであり、この盗難防止用U字状ロック24は、シート12の下方に収納可能である。

【0014】図4および図5を併せて参照して、両シートフレーム17は、相互の間隔がメインフレーム14に近接するにつれて小さくなるようにしてメインフレーム14の後部側上部に連設されるものであり、これらのシ

ートフレーム17のメインフレーム14寄りの内側面には、彎曲部25bを前方位置とした後方フック25を後方側から挿脱可能に嵌合し得る嵌合凹部27がそれぞれ設けられる。

【0015】これらの嵌合凹部27は、前下がりにならずに傾斜した一直線状に延びてシートフレーム17の内側面にそれぞれ設けられるものであり、各嵌合凹部27に嵌合されたフック25における彎曲部25bの両端部前面に接触して該フック25の前進限を規制する形状に形成される。すなわち左右両嵌合凹部27間の間隔は前方に向かうにつれて漸減し、両嵌合凹部27の前端間の間隔はフック25における両棒状部25aの外側面間の間隔よりも狭くなっている。また嵌合凹部27の少なくとも一部では、フック25における棒状部25aの中心を通る水平面Lよりも下方位置までフック25の外側面に接触するようにして円弧状の横断面円形状を有する。

【0016】而してフック25が両嵌合凹部27に嵌合された状態では、該フック25は、シート12の下方位置において自動二輪車の前後方向にほぼ沿う姿勢となるものであり、前記水平面Lよりも下方位置まで嵌合凹部27がフック25の外面に接触することにより、フック25は下方に落下することを回避して嵌合凹部27に嵌合されることになり、またフック25の前進限は嵌合凹部27の前端部で規制されることになる。

【0017】また連結軸21およびバッテリーボックス22間で支持部材23の上面には、連結軸21の軸線に沿う方向に長い収納溝23aが設けられており、フック25とともに盗難防止用U字状ロック24を構成するバー26が、フック25との連結を解除した状態で該収納溝23aに収納される。而して、嵌合凹部27に嵌合保持された状態に在るフック25は、収納溝23aに収納されたバー26を上方から覆うものであり、該フック25によりバー26が収納溝23aから上方に離脱することが阻止される。

【0018】さらに支持部材23には、嵌合凹部27にそれぞれ嵌合・保持された状態に在るフック25の両後端に近接、対向して該フック25への後方への移動を規制する一対の規制板部23bが設けられる。

【0019】次にこの実施例の作用について説明すると、自動二輪車を走行させるべく、不要となった盗難防止用U字状ロック24を収納するにあたっては、車体フレーム5の両シートフレーム17上からシート12を取り外しておき、支持板23の上面の収納溝23aにバー26を収納するとともに、両シートフレーム17の嵌合凹部27にフック25をそれぞれ嵌合させる。この際、嵌合凹部27の長手方向に沿ってフック25を挿入していくのは、リヤフェンダ28や両規制板部23bが邪魔になって困難であるので、図2の鎖線で示すように、フック25の後部をリヤフェンダ28よりも高い位置とした姿勢でフック25を両シートフレーム17間に挿入

し、フック25を両シートフレーム17との当接部を支点として矢印で示すように回動操作することにより、フック25を両嵌合凹部27に嵌合・保持することができる。而して、フック25を覆うようにしてシート12を両シートフレーム17に取り付けられればよい。

【0020】このようにして盗難防止用U字状ロック24のフック25を、特別な部品を設けることなく、シート12の下方に収納することが可能となり、部品点数を低減することが可能となる。しかも収納状態でフック25は自動二輪車の前後方向にほぼ沿う姿勢となっているので、シート12の高さに影響が及ぶことは殆どなく、またシート12の下方に位置する部材の配置スペースに影響が及ぶことも殆どない。

【0021】また嵌合凹部27が、フック25の前進限を規制する形状に形成されることにより、フック25の前進限を規制するための専用部材を特別に設けることが不要であり、部品点数の低減に寄与することができる。

【0022】以上、本発明の実施例を詳述したが、本発明は上記実施例に限定されるものではなく、特許請求の範囲に記載された本発明を逸脱することなく種々の設計変更を行なうことが可能である。

【0023】たとえば、上記実施例では、フック25およびバー26を相互に分離した状態で収納するようにしたが、バー26が連結された状態のフック25を両シートフレーム17の嵌合凹部27に嵌合・保持することも可能である。

【0024】

【発明の効果】以上のように請求項1記載の発明によれば、シート12の下方で自動二輪車の前後方向にほぼ沿う姿勢とされたフック25を挿脱可能に嵌合・保持し得る嵌合凹部27が、両シートフレーム17の内側面にそれぞれ設けられるので、盗難防止用U字状ロック24の収納にあたって特別の部品を設けることを不要として部品点数を低減すること

ができるとともに、収納状態でフック25が自動二輪車の前後方向にほぼ沿う姿勢となることによりシート高ならびにシート12の下方の部材の配置スペースに影響を及ぼすことを回避することができる。

【0025】また請求項2記載の発明によれば、上記請求項1記載の発明の構成に加えて、後方に向うにつれて相互間の間隔を大としてメインフレームの後部に連設された両シートフレームのメインフレーム寄りの部分の内側面に嵌合凹部27がそれぞれ設けられ、両嵌合凹部27は、前記彎曲部26を前方位置としてそれらの嵌合凹部27に嵌合されたフック25の前進限を規制する形状に形成されるので、フック25の前進限を規制するための専用部材を特別に設けることが不要として部品点数の低減に寄与することができる。

【図面の簡単な説明】

【図1】自動二輪車の側面図である。

【図2】図1の要部拡大縦断側面図である。

【図3】図2の3-3線断面図である。

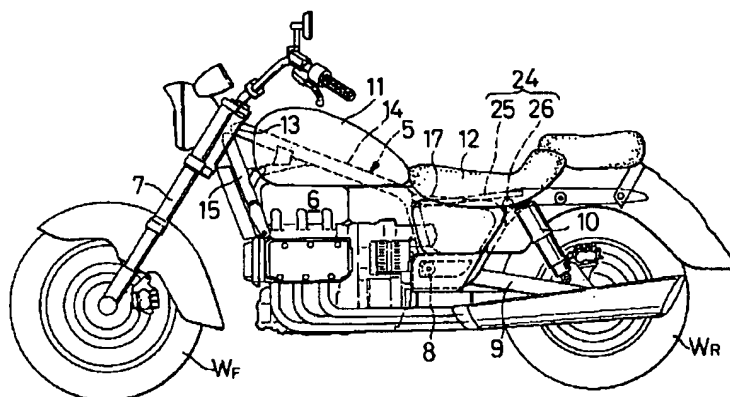
【図4】図2の4-4線拡大断面図である。

【図5】図2の5-5線拡大断面図である。

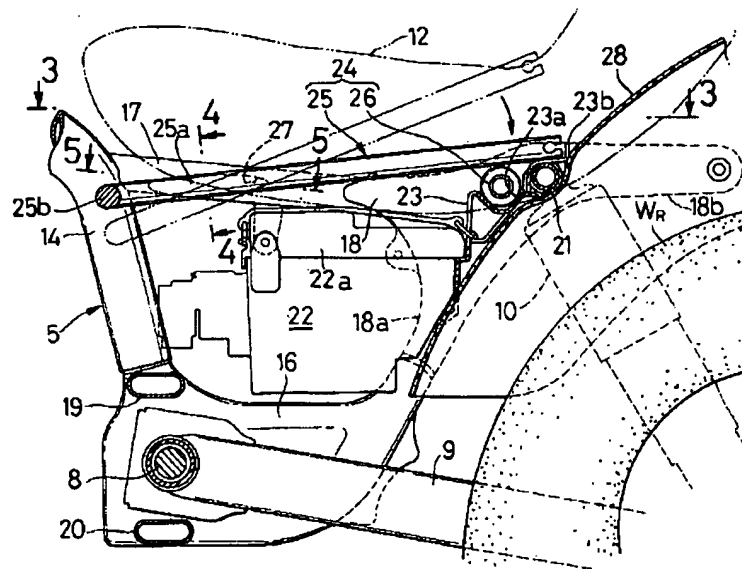
【符号の説明】

- 5・・・車体フレーム
- 7・・・フロントフォーク
- 12・・・シート
- 13・・・ヘッドパイプ
- 14・・・メインフレーム
- 17・・・シートフレーム
- 24・・・盗難防止用U字状ロック
- 25・・・フック
- 25a・・・棒状部
- 25b・・・彎曲部
- 26・・・バー
- 27・・・嵌合凹部

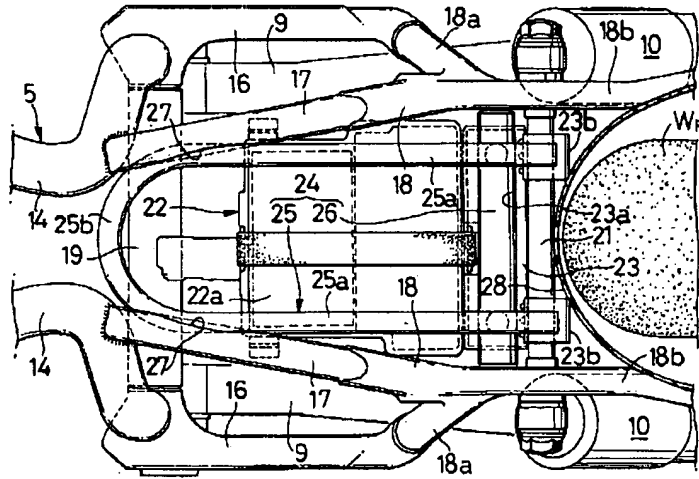
【図1】



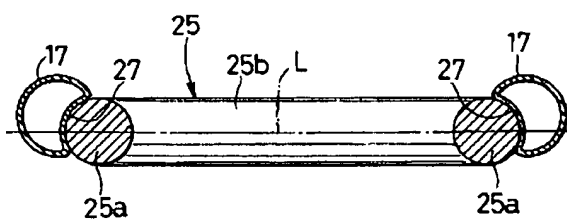
【図2】



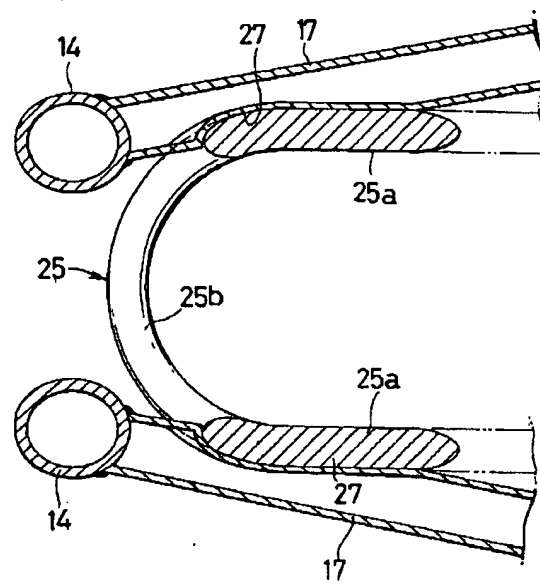
【図3】



【図4】



【図5】



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(22)Date of filing : 24.08.1995 (72)Inventor : YAMADA HAJIME
TAKEMURA HIROO

(54) U-SHAPED LOCK CONTAINING STRUCTURE FOR THEFT PROOF FOR
MOTORCYCLE

(57)Abstract:

PROBLEM TO BE SOLVED: To reduce the number of parts through elimination of a need to mount a special part at the time of housing a theft proof U-shaped lock by forming an engaging recessed part in which a hook located below a seat and brought into an attitude along the longitudinal direction of a motorcycle is removably fitted for holding in the inner surface of a seat frame.

SOLUTION: A U-shaped lock 24 for theft proof containable in a position below a seat comprises an approximately U-shaped hook 25 having an arcuate curve 25b to the two ends of which ends on one side of a pair of rod-form parts 25a paralleling each other are connected; a bar 26 unlockably locked to the two ends of the hook 25. In this case, a fit-in recessed part 27 in which a rear hook 25

having the curve part 25b situated in a front position is fitted from the rear side is formed in the inner surface, positioned closer to a main frame 14, of a seat frame 17 connected to the rear part of the main frame 14 so that a distance therebetween is gradually decreased toward a main frame 14. This constitution contains the hook 25 in an immobile state below a seat 12 without mounting a special part.

LEGAL STATUS

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CLAIMS

[Claim(s)]

[Claim 1] The head tube supported possible [steering a front fork (7)] (13), The mainframe (14) prolonged in back from this head tube (13), and the car-body frame which has the seat frame (17) of a Uichi Hidari pair which opens spacing mutually and is installed in back from the posterior part of a mainframe (14) (5), The hook of the letter of the abbreviation for U characters which it has the sheet (12) with which it is equipped removable on both seat frames (17), and the ends of the cylindrical section (25a) of a pair parallel to mutual are formed successively by the both ends of the radii-like curvature section (25b), and changes (25), In the motor bicycle which can aim at theft prevention by the anti-theft business [of U characters]-like lock (24) which consists of bars (26) locked by the both ends of this hook (25) possible [unlocking] Possible [insertion and detachment of the hook (25) made into the posture in which the cross direction of a motor bicycle is mostly met in the lower part of a sheet (12)] Fitting, Anti-theft business [of U characters]-like lock receipt structure in the motor bicycle characterized by establishing the fitting crevice (27) which can be held in the medial surface of both seat frames (17), respectively.

[Claim 2] A fitting crevice (27) is established in the medial surface of the part of the mainframe (14) approach of both the seat frames (17) formed successively by the posterior part of a mainframe (14) by making mutual spacing into size along with the other side in back, respectively. Both the fitting crevice (27) is the anti-theft business [of U characters]-like lock receipt structure in the motor bicycle according to claim 1 characterized by being formed in the configuration

which regulates the forward limit of the hook (25) by which fitting was carried out to those fitting crevices (27) by making said curvature section (25b) into a front location.

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DETAILED DESCRIPTION

[Detailed Description of the Invention]

[0001]

[Field of the Invention] The mainframe prolonged in back from the head tube which supports this invention possible [steering a front fork], and this head tube, And the car-body frame which has the seat frame of a Uichi Hidari pair which opens spacing mutually and is installed in back from the posterior part of a mainframe, The hook of the letter of the abbreviation for U characters which it has the sheet with which it is equipped removable on both seat frames, and the ends of the cylindrical section of a pair parallel to mutual are formed successively by the both ends of the radii-like curvature section, and changes, In the motor bicycle which can aim at theft prevention by the anti-theft business [of U characters]-like lock which consists of bars locked by the both ends of this hook possible [unlocking], it is related with the structure for containing an anti-theft

business [of U characters]-like lock.

[0002]

[Description of the Prior Art] Conventionally, this structure is already known by JP,7-52850,A etc.

[0003]

[Problem(s) to be Solved by the Invention] In the above-mentioned conventional thing, to the member located under the bottom plate of a sheet, or the sheet The holder for holding an anti-theft business [of U characters]-like lock is formed. A holder is needed in order to contain a U character-like lock. It not only causes increase of components mark, but When a holder is formed in the member which effect will attain to sheet quantity when a holder is formed in the bottom plate of a sheet, and is located under the sheet, an arrangement tooth space, the member, for example, the air cleaner case, where it is located under the sheet, will be affected.

[0004] This invention aims at offering the anti-theft business [of U characters]-like lock receipt structure in the motor bicycle which avoids affecting sheet quantity and the arrangement tooth space of the member of the lower part of a sheet, and enabled it to contain a U character-like lock while it is made in view of this situation and avoids increase of components mark.

[0005]

[Means for Solving the Problem] In order to attain the above-mentioned purpose, invention according to claim 1 The mainframe prolonged in back from the head tube supported possible [steering a front fork] and this head tube, And the car-body frame which has the seat frame of a Uichi Hidari pair which opens spacing mutually and is installed in back from the posterior part of a mainframe, The hook of the letter of the abbreviation for U characters which it has the sheet with which it is equipped removable on both seat frames, and the ends of the cylindrical section of a pair parallel to mutual are formed successively by the both ends of the radii-like curvature section, and changes, In the motor bicycle which can aim at theft prevention by the anti-theft business [of U characters]-like lock which

consists of bars locked by the both ends of this hook possible [unlocking] Fitting and the fitting crevice which can be held are characterized possible by insertion and detachment of being prepared in the medial surface of both seat frames, respectively of the hook made into the posture in which the cross direction of a motor bicycle is mostly met in the lower part of a sheet.

[0006] Moreover, invention according to claim 2 is added to the configuration of invention of the claim 1 above-mentioned publication. A fitting crevice is established in the medial surface of the part of the mainframe approach of both the seat frames formed successively by the posterior part of a mainframe by making mutual spacing into size along with the other side in back, respectively. Both the fitting crevice is characterized by being formed in the configuration which regulates the forward limit of the hook by which fitting was carried out to those fitting crevices by making said curvature section into a front location.

[0007]

[Embodiment of the Invention] Hereafter, it explains based on one example of this invention which showed the gestalt of operation of this invention to the accompanying drawing.

[0008] Drawing 1 thru/or drawing 5 show one example of this invention, and, for the side elevation of a motor bicycle, and drawing 2 , the important section expansion vertical section side elevation of drawing 1 and drawing 3 are [drawing 1 / the 4-4 line expanded sectional view of drawing 2 and drawing 5 of the 3-3 line sectional view of drawing 2 and drawing 4 R> 4] the 5-5 line expanded sectional views of drawing 2 .

[0009] It sets to drawing 1 first. This motor bicycle Bearing of the steering is made possible to the front end section of a power unit 6 and the car-body frame 5 carried in the car-body frame 5 and this car-body frame 5, and it is a front wheel WF. The pivot shaft 8 is minded [of the front fork 7 to support and the car-body frame 5]. the upper and lower sides -- it connects rockable -- having -- rear wheel WR The rear fork 9 of a Uichi Hidari pair to support, the car-body frame 5 And let the sheet 12 grade attached in the shock absorber 10 with a suspension

spring formed between both rear forks 9, respectively, the fuel tank 11 attached in the anterior part side upper part of the car-body frame 5, and the posterior part side upper part of the car-body frame 5 removable be a main component.

[0010] Drawing 2 and drawing 3 are referred to collectively. The car-body frame 5 The head tube 13 supported possible [steering a front fork 7] and the mainframe 14 which is the product made from a steel pipe of a Uichi Hidari pair which opens spacing mutually and is back prolonged from this head tube 13, The down tube 15 of a Uichi Hidari pair which opens spacing mutually from a head tube 13, and is installed in a back side slanting lower part, The connection plate 16 connected with the posterior part lower limit of both the mainframes 14, respectively, The seat frame 17 of a Uichi Hidari pair which carries out for falling the back slightly and is back installed from the back side upper part of both the mainframes 14, It has the connection frame 18 which has connection pipe section 18a connected with the connection plate 16, respectively, and is connected with the back end of each seat frame 17, respectively. Between both the connection plates 16, the cross members 19 and 20 of a vertical pair are formed, and seat frame extension 18b which stands in a row at the posterior part of a seat frame 17, and is back prolonged on both the connection frame 18 is prepared in one, respectively.

[0011] In such a car-body frame 15, a fuel tank 11 is attached fixed on both the mainframes 14, and a sheet 12 is attached removable on both the seat frames 17. Moreover, a power unit 6 consists of an engine, a change gear, etc., and is bound to both the down tube 15 and both the connection plate 16. Furthermore, it is a rear wheel WR. If it crosses among seat frame extension 18b of both the connection frame 18 in the upper part of the wrap rear fender 28, the connecting shaft 21 is established, and the upper limit of each shock absorber 10 with a suspension spring is connected with the both ends of the connecting shaft 21 projected from both seat frame extension 18b to the method of outside, respectively.

[0012] Rather than both the seat frames 17, the dc-battery box 22 which has below lid 22a which can be opened and closed in the upper part is arranged, and

this dc-battery box 22 is supported fixed by the supporter material 23 which fixed to the connecting shaft 21.

[0013] By the way, the U character-like lock 24 for aiming at theft prevention of this motor bicycle The hook 25 of the letter of the abbreviation for U characters by which the ends of cylindrical section 25a of a pair parallel to mutual are formed successively by the both ends of radii-like curvature section 25b, and change, It is a well-known thing conventionally which consists of bars 26 locked as possible, and this anti-theft business [of U characters]-like lock 24 can contain unlocking by the key which is not illustrated to the both ends of this hook 25 under the sheet 12.

[0014] drawing 4 and drawing 5 are referred to collectively, and, as for both the seat frames 17, the fitting crevice 27 into which mutual spacing can fit possible [a back side to insertion and detachment of the back hook 25 close to a mainframe 14 by which it is formed successively by the posterior part side upper part of a mainframe 14 as it is alike, it takes and it becomes small, and curvature section 25b was made into the front location at the medial surface of the mainframe 14 approach of these seat frames 17] is formed, respectively.

[0015] These fitting crevices 27 extend in the shape of [which inclined slightly to fall a front] a straight line, are established in the medial surface of a seat frame 17, respectively, and are formed in the configuration which contacts the front face of both ends of curvature section 25b in the hook 25 by which fitting was carried out to each fitting crevice 27, and regulates the forward limit of this hook 25. That is, spacing between right-and-left both the fitting crevices 27 is dwindled as it goes ahead, and spacing between the front end of both the fitting crevice 27 is narrower than spacing between the lateral surface of both cylindrical section 25a in hook 25. Moreover, in a part of fitting crevice [at least] 27, from the horizontal plane L passing through the core of cylindrical section 25a in hook 25, as the lateral surface of hook 25 is contacted to a lower part location, it has a radii-like cross-section circle configuration.

[0016] Where it *(ed) and fitting of the hook 25 is carried out to both the fitting

crevice 27 When this hook 25 serves as the posture in which the cross direction of a motor bicycle is mostly met in the lower part location of a sheet 12 and the fitting crevice 27 contacts the external surface of hook 25 from said horizontal plane L to a lower part location It will avoid that hook 25 falls caudad, and fitting will be carried out to the fitting crevice 27, and the forward limit of hook 25 will be regulated in the front end section of the fitting crevice 27.

[0017] Moreover, long receipt slot 23a is prepared in the direction which meets the axis of a connecting shaft 21 between the connecting shaft 21 and the dc-battery box 22 on the top face of the supporter material 23, and the bar 26 which constitutes the anti-theft business [of U characters]-like lock 24 with hook 25 is contained by this receipt slot 23a where connection on hook 25 is canceled. It is prevented that are a wrap thing from the upper part and, as for the hook 25 in the condition that *(ed) and fitting maintenance was carried out in the fitting crevice 27, a bar 26 secedes from the bar 26 contained by receipt slot 23a from receipt slot 23a to the upper part by this hook 25.

[0018] Furthermore, regulation Itabe 23b of the pair which contiguity in both the back end of the hook 25 which is in fitting and the condition of having been held, respectively and regulates migration behind this hook 25 to the fitting crevice 27 face to face is prepared in the supporter material 23.

[0019] Next, while in containing the anti-theft business [of U characters]-like lock 24 which became unnecessary in order to make it run a motor bicycle if an operation of this example is explained removing the sheet 12 from on both the seat frames 17 of the car-body frame 5 and containing a bar 26 to receipt slot 23a of the top face of a support plate 23, the fitting crevice 27 of both the seat frames 17 is made to carry out fitting of the hook 25, respectively. Under the present circumstances, inserting hook 25 along with the longitudinal direction of the fitting crevice 27 A rear fender 28 and both regulation Itabe 23b become obstructive, and since it is difficult As the chain line of drawing 2 shows, hook 25 is inserted among both the seat frames 17 with the posture which made the posterior part of hook 25 the location higher than a rear fender 28. By carrying

out rotation actuation, as an arrow head shows hook 25 by using the contact section with both the seat frames 17 as the supporting point, fitting and maintenance of hook 25 can be done in both the fitting crevice 27. What is necessary is just to attach a sheet 12 in both the seat frames 17, as it ** and hook 25 is covered.

[0020] Thus, about the hook 25 of the anti-theft business [of U characters]-like lock 24, it becomes possible [without preparing special components] to contain under the sheet 12, and it becomes possible to reduce components mark. And since the hook 25 serves as the posture in which the cross direction of a motor bicycle is met mostly, in the state of receipt, effect does not almost reach the arrangement tooth space of a member in which there is almost that no effect attains to the height of a sheet 12, and it is located under the sheet 12.

[0021] Moreover, by forming the fitting crevice 27 in the configuration which regulates the forward limit of hook 25, it is unnecessary to prepare specially the exclusive member for regulating the forward limit of hook 25, and it can contribute to reduction of components mark.

[0022] As mentioned above, although the example of this invention was explained in full detail, this invention can perform various design changes, without deviating from this invention which is not limited to the above-mentioned example and indicated by the claim.

[0023] For example, although the hook 25 and the bar 26 were contained in the condition of having dissociated mutually, in the above-mentioned example, fitting and holding are also possible to the fitting crevice 27 of both the seat frames 17 in the hook 25 in the condition that the bar 26 was connected.

[0024]

[Effect of the Invention] Since fitting and the fitting crevice which can be held are established in the medial surface of both seat frames as mentioned above, respectively possible [insertion and detachment of the hook made into the posture in which the cross direction of a motor bicycle is mostly met in the lower part of a sheet] according to invention according to claim 1 While being able to

reduce components mark, being able to use to prepare special components in receipt of an anti-theft business [of U characters]-like lock as unnecessary It is avoidable to affect sheet quantity and the arrangement tooth space of the member of the lower part of a sheet by becoming the posture in which a hook meets the cross direction of a motor bicycle mostly in the state of receipt. [0025] Moreover, according to invention according to claim 2, it adds to the configuration of invention of the claim 1 above-mentioned publication. A fitting crevice is established in the medial surface of the part of the mainframe approach of both the seat frames formed successively by the posterior part of a mainframe by making mutual spacing into size along with the other side in back, respectively. Since both the fitting crevice is formed in the configuration which regulates the forward limit of the hook by which fitting was carried out to those fitting crevices by making said curvature section into a front location, preparing specially can contribute the exclusive member for regulating the forward limit of a hook to reduction of components mark as unnecessary.

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DESCRIPTION OF DRAWINGS

[Brief Description of the Drawings]

[Drawing 1] It is the side elevation of a motor bicycle.

[Drawing 2] It is the important section expansion vertical section side elevation of drawing 1 .

[Drawing 3] It is the 3-3 line sectional view of drawing 2 .

[Drawing 4] It is the 4-4 line expanded sectional view of drawing 2 .

[Drawing 5] It is the 5-5 line expanded sectional view of drawing 2 .

[Description of Notations]

5 ... Car-body frame

7 ... Front fork

12 ... Sheet

13 ... Head tube

14 ... Mainframe

17 ... Seat frame

24 ... Anti-theft business [of U characters]-like lock

25 ... Hook

25a ... Cylindrical section

25b ... Curvature section

26 ... Bar

27 ... Fitting crevice

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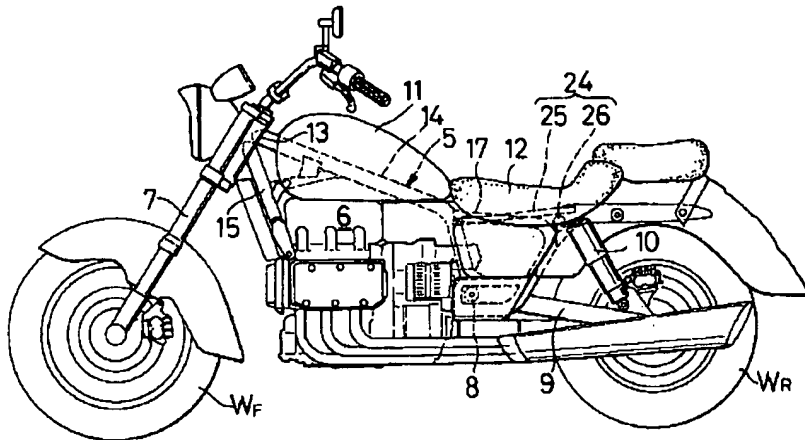
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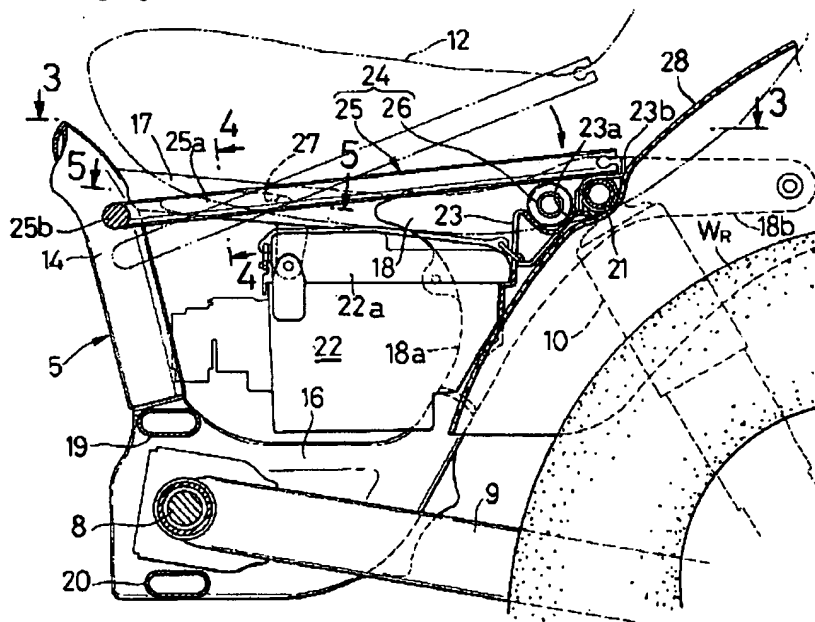
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DRAWINGS

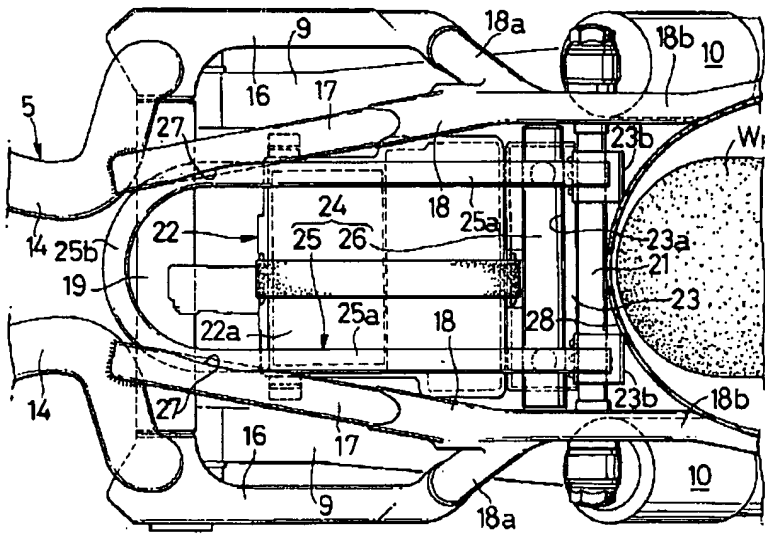
[Drawing 1]



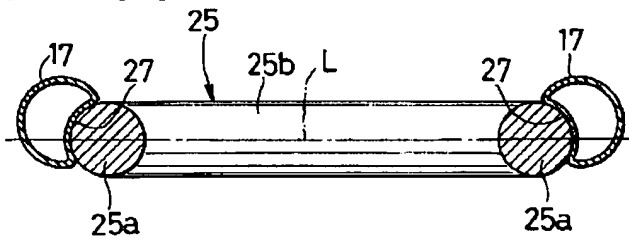
[Drawing 2]



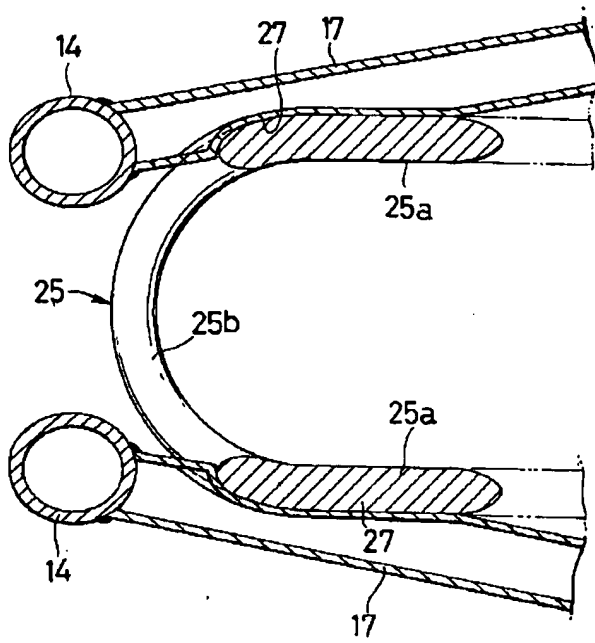
[Drawing 3]



[Drawing 4]



[Drawing 5]



[Translation done.]